



# Gillespie Field Development Council



## **A Joint Powers Agreement Between the City of El Cajon and County of San Diego**

*Airport Administration Building ♦ 1960 Joe Crosson Drive ♦ El Cajon, California 92020-1236 ♦ (619) 956-4800*

Rick Fordem  
*Chairman*

John Gibson  
*Councilman*

Cliff Leary  
*Vice Chairman*

Jerry Hollingsworth  
*Councilman*

Bob Parker  
*Councilman*

**DRAFT – SUBJECT TO GFDC  
APPROVAL MAY 18, 2004**

## **MINUTES OF SPECIAL MEETING April 15, 2004**

<b><u>MEMBERS PRESENT</u></b>	<b><u>STAFF PRESENT</u></b>
Rick Fordem	Pete Drinkwater
Cliff Leary	Sherry Miller
Bob Parker	Noreen Crane
	Jeremy Keating
	Michael Khoury
	Nickie Jones
	<b><u>FAA STAFF PRESENT</u></b>
	Eric Vermeeren
	Margie Drilling

### **1. ROLL CALL**

Chairman Rick Fordem called the Special Meeting to order at 6 p.m. Councilmen Gibson and Hollingsworth were absent.

### **2. INTRODUCTION**

Chairman Fordem said the first presentation by Doug Sachman of P & D Aviation would be about 25 minutes. At that point the meeting would be opened to members of the audience for comments/questions/concerns to Council and staff. Council is not making a decision; we have no motion on the floor and there is no vote. This is just the final draft.

It will return to Council for approval or disapproval in approximately 45 days and then go to the Board of Supervisors.

Mr. Fordem turned the floor over to Airports Director Pete Drinkwater who deferred to Airport Manager Noreen Crane for introductions of consultants.

### 3. ALP/NARRATIVE REPORT

Ms. Crane introduced Doug Sachman, Project Manager of P & D Aviation to make their final draft presentation of the ALP Narrative Report. This is a grant-funded project often referred to as our Mini Master Plan.

Mr. Sachman presented the summary of the final draft of the ALP Narrative Report, information on noise contours and the Comprehensive Land Use Plan (CLUP) and a summary of the Economic Impact Analysis. The ALP is a graphic representation of existing and proposed facilities. It also depicts safety areas such as runway safety areas, runway protection zones, and object free areas specified by the FAA. The ALP is an important document in that the FAA uses it for funding decisions in awarding grants under the FAA Airport Improvement Program.

Those interested may hear the complete audiotape of Mr. Sachman's presentation in the Gillespie Field Administration office, 1960 Joe Crosson Drive, El Cajon. It can also be viewed on the Airports website at [www.sdcdpw.org/airports](http://www.sdcdpw.org/airports).

The following entities expressed their opinions on the ALP/Narrative Report Final Draft presentation:

- Wayne Breise, speaking for the Gillespie Airport Lessees Association (GALA) said GALA has some major concerns about how this document affects certain present leaseholds and all the future leaseholds. He read from a letter dated April 15, 2004 to Airports Director Peter Drinkwater. Several items appear to create substantial and long term negative affects, said Mr. Breise. In an effort to assure that the final impact is positive on this ALP rather than negative, GALA believes that these issues should be explored.

Mr. Breise's letter from GALA may be viewed on the Airports website at [www.sdcdpw.org/airports](http://www.sdcdpw.org/airports).

Mr. Fordem said he has known Mr. Breise for over 30 years. Council has worked with him for longer than that. Five Council members recently attended one of Mr. Breise's meetings with the City of El Cajon. They have been supportive to him. He asked how many businesses are members of GALA. Mr. Breise said 10 of the 13 members were represented at their Monday meeting and they are in agreement with what is written in his letter.

Mr. Fordem said Mr. Breise has been a member of the Planning Advisory Committee (PAC) that has worked on the ALP Narrative report for the past two and a half years. Now Mr. Breise is saying it is done and therefore it's too late to for changes. Mr. Fordem asked Ms. Crane to comment.

It isn't a done deal, said Ms. Crane. Mr. Breise is a PAC member representing GALA and San Diego Aircraft-Wayne Breise represents GALA on that. You have a 45-day review to put your concerns and requested changes in writing. Then we will review those and that comes back before the Council for a final motion on a final ALP Narrative Report.

What GALA would really like, said Mr. Breise, is to sit down with County staff and someone that can answer technical questions and review the questions he has outlined in his letter. That can be done in a private meeting rather than a public forum, if Council and staff prefers. He asked that the questions and answers from that meeting be posted on the website.

- Rick Case, president of Fletcher Hills Highlands Homeowners Association said he is pro aviation. He is ex-FAA, retired from air traffic control after 34 years and is also a pilot. When you look at the noise contours, we really can't tell where the 65 CNEL really goes. Is it over the FHHHA's 454 homes? If it is why is the airport deciding to expand and go into the larger type aircraft when this airport for many years has been very satisfying for most of the homeowners and the surrounding areas. There needs to be some kind of procedure put into place that monitors what these aircraft are doing. He asked the attending FAA representatives and the Council to take a look at what this noise it going to do to the west end. Safety bothers him. There has been three crashes in his neighborhood since it was established and more than one death.

Mr. Fordem said he has take six members of Mr. Case's association flying. He has had them out on the deck of a house. The corporate aircraft was not their concern. They are so quiet, with the exception of the Lear 23 or 24. They haven't had a problem there. The flight schools are trying diligently on the new patterns.

- Rob Dennis of El Cajon Flying Service presented another viewpoint. He said he didn't understand the change to the Master Plan in the acceptance of the grant for the transit area. He personally doesn't believe that's the best use of the land when here at the airport every group around has said we need hangars and services. The first four and a half acres available and we put a transient ramp up. It's not in the forecast and it's not been on anything previously.

He said he has heard Mr. Drinkwater at an FBO meeting say he had a kind of take-it-or-leave-it grant. He doesn't think it went through the Council or went through the right process. There was a list of people interested in developing that property. Mr. Dennis is not one of them. Time and time again the public was told

they couldn't do anything until the ALP was completed and then it would go out for an RFP.

Mr. Fordem said he isn't sure whether the County would desire to speak on that now, but he, too, had heard at several previous Council meetings that there were more than 25 people interested in that parcel.

Mr. Drinkwater said Mr. Sachman misspoke when he said we have received a grant. We have not. We had discussed with FAA representative Eric Vermeeren the possibility of obtaining a grant for design of a transient ramp, not necessarily for it's construction. That acreage is unique because it is across from the trolley stop; it provides the only light rail line intermodal connection at a general aviation airport in Southern California, except Hawthorne. It gives aircraft operators/passengers a unique opportunity to easily/cheaply connect to Petco Park and other downtown activities.

There are a number of issues involved in this parcel of airport land to be developed and hangars may not be the highest or best use, said Mr. Drinkwater. We can always take property that isn't going to be developed by the County and revert it back for an RFP for open development. However, once land is under development, who is going to be willing to give up that land later?

- John Hammerstrand representing Aero Bonanza Aviation said the big issue here is that land for transient parking. Let's let private capital share the wealth over there. He has been willing since 1998 to develop this with a 90 by 80 foot hangar with a small pilot's lounge, pavement, and tiedowns. He is one of the 25 and is ready to start development. It has been six years since they've talked about it. The general aviation pilot who comes in who wants to go to the ball game doesn't care who leases that land or who is going to occupy it.

Mr. Hammerstrand's other concerns include housing that is displaced. He has an interest in a home on Pepper Drive. He doesn't like the jet traffic and we have an area of concern by the public. Third, he proposes for the 12 acres on the other side of Marshall Avenue that we have a railroad-crossing stop. We'll have transient parking in this area and let the public park there if they want to go to the ball game. Fourth, he hopes County will not use the Aerospace Museum land for firefighters.

- Bob Lindsay speaking as an individual said he is impressed with the job P & D is doing on the landside. On the airside, however, the County has been trying for at least ten years to get a new instrument approach procedure that would be suitable for jets operating at Gillespie. During the last five years business jet operations have increased significantly are expected to grow to what exists at Palomar. He recommends taking action for a new approach in phase one.

The GPS runway approach is long enough and strong enough for a high performance aircraft but the lighting needs improvement. Once an aircraft passes the final approach six miles out from the runway it descends to about 1100 feet AGL. With visibility limits of less than a mile and a half for Category A and B aircraft, it is difficult to see on this 18 degree angling approach the runway threshold, particularly on hazy nights. This instrument runway needs REILS and a PAPI. With improvements, he believes its use would increase. He recommends these improvements be placed in phase one.

- Waffa Stelse representing Royal Jet, Inc. would like to agree with the project with the FAA to go ahead and expand the threshold. Sitting in the audience, she heard a few comments regarding loud noises. The Lear's that do come in late at night are usually on a medical assignment. Ms. Stelse wants people who call in to complain to imagine if it was their child, their mother or their father who needed that medical attention. Royal Jet was present at Monday's GALA meeting. They disagree with GALA's position.

Mr. Drinkwater asked exactly what Royal Jet does not agree with. Ms. Stelse said the building restriction line is correct as depicted and although Royal Jet is a member of GALA they do not agree with the GALA position as presented by Mr. Breise. There are a lot of different options open for the lessees that are almost at the end of their lease period. Royal Jet believes it is fair to have an ALP that protects the airport from improper development and guides the way for the future of new larger aircraft to use the runways. Royal Jet wants a longer runway. They are expecting Gulfstreams and another Global to be operating out of their facility. Their hangar is nearly finished and the occupancy for that hangar demands protected and safe runway areas IAW the presented ALP.

Mr. Fordem asked that Royal Jet put their concerns in writing for the record.

- Pat Cutbirth representing Del Mar Jet, which operates out of the Royal Jet facility at Gillespie Field, said they operate most of the big jets and for some major companies and people in San Diego County. Their major concern is safety. They love to see some of the things that are happening with the airport. Del Mar Jet thinks the displaced threshold is a safety issue and a good suggestion. They'd love to see better lighting and a better approach to the airport. They also want to be a good neighbor.

It is a misconception that bigger airplanes are noisier, said Mr. Cutbirth. They don't operate any stage two aircraft. All they have is stage three. They do fly the Global. Their business is growing and represents a major financial amount of money that comes into San Diego County for property tax. They currently manage over \$150 million worth of aircraft. So they are for pro aviation but for doing it the right way.

Ms. Stelse added that the flow fee that's incurred when Royal Jet purchases fuel is .04 cents per gallon. Last year alone the County earned over \$27,000 that was paid from them to the County. This year they are forecasting to double that amount. They are looking at over 1.5 million gallons of fuel to be sold.

#### 4. RUNWAY 27/R REHABILITATION

Ms. Crane introduced Peter Bonello, also representing P & D Aviation who presented an overview of the Runway 27/R project, some of the issues they addressed in planning for the construction and the approach light system.

The project involves the resurfacing of Runway 27/R. It will also stabilize the runway shoulders, which will be paved with asphalt concrete. The runway and safety areas will also be paved, at least for a 100-foot width. The other component of the project is the relocation of the perimeter road around the east end of Runway 27/R. They will be making sure the 300 foot wide center of the safety area meets FAA criteria. Assuming that the relocation of the displaced threshold will be approved, they will also be doing that as a part of the project.

Those interested may hear the complete audiotape of Mr. Bonello's presentation in the Gillespie Field Administration office, 1960 Joe Crosson Drive, El Cajon. It can also be viewed on the Airports website at [www.sdcdpw.org/airports](http://www.sdcdpw.org/airports).

John Hammerstrand expressed his opinion on the Runway 27/R Rehabilitation presentation. He thinks people are going to like the change. He likes it. The reservation he has is why are we doing all this rehabilitation. Is it for the jet traffic that we are going to see in the future? What's going to happen to the little guy who has the Cessna 120 and 140? Is he going to be pushed off to the side? This is what he is seeing for the future.

Mr. Fordem asked Ms. Crane when the runways had last been rehabilitated. Ms. Crane said that no runway has been rehabilitated since she has been Airport Manager. They did Runway 17/35 in 1979-80, but that's all. Mr. Fordem said there are circulars from the FAA requiring airports to repave. Our pavement is in horrible shape. He asked Eric Vermeeren of the FAA about paving requirements. Mr. Vermeeren said you want to make sure that your pavement is crack free.

Mr. Bonello said you have to maintain your runways. They will deteriorate. They will be very unsafe and turn into a hazard. How you do it is, you hire an engineer who goes out and tests the runway. On this runway nondestructive testing was performed in the last three years by two separate consulting entities. Both recommended that this runway will be in a great need of repair. The longer you postpone that the more drastic repair it will be. Basically a good pavement maintenance program does something to your runway every couple of years. After doing this overlay, in just a couple of years time it needs to be slurry sealed. That's the nature of asphalt concrete. If you don't like all the disruption, then you may want to consider concrete at about two or three times the cost.

5. ADJOURNMENT

Mr. Fordem thanked Margie Drilling and Eric Vermeeren of the FAA, both consultants and those in the audience for participating.

Mr. Fordem adjourned the meeting at 8:03 p.m., noting that the next regular Gillespie Field Development Council meeting would be Tuesday, April 20, 2004 at 6 p.m. in the City Council Chambers, 200 E. Main Street, El Cajon.

By Marlene Williams  
Secretary